


# PUBLIC HEARING WESTMINSTER COMMENTS (PH-W)

PH-W1



## I-405 Improvement Project Public Hearing Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

**Meeting Venue (please check one of the following):**





☐ Monday, June 4, 2012 – Orange Coast Community College    ☐ Thursday, June 7, 2012 – Rush Park Auditorium  
☒ Wednesday, June 6, 2012 – Westminster Community Center    ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Barbara Delteize  
 Organization: Realtor / US Planning Commissioner  
 Address (Optional):  
 Phone Number: 714 421-0103    Email address: barbara@barbarasellsthebeach.com


Comments:

I thought Kevin presentation was excellent  
 + please do whatever you can do  
 Alternative #3 as soon as possible

(Space for comments continued on reverse)

PH-W2



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Name (First and Last): Marilyn Edgar  
 Organization: Home Ave  
 Address (Optional): 15302 Vermont St Westminster  
 Phone Number: 714 899-1080    Email address: N/A

Comments:

I am writing to register that the MVP  
 is right behind my house (15302 Vermont St) and will bury the  
 retaining wall 50' into the back of my garage & 39' from the  
 neighbors on either side of me. Please consider moving this  
 MVP further south and over the junk property and not behind my  
 property. Thank you for considering this!! Please!

(Space for comments continued on reverse)

PH-W3

PH-W3 Continued

**I-405 Improvement Project**  
**Public Hearing**  
**Comment Sheet**





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Name (First and Last): Marilyn Edger  
 Organization: Home owner  
 Address (Optional): 15309 Vermont St Westminster  
 Phone Number: (714) 899-1080 Email address: 1014

Comments: I live on the freeway side of Vermont and will be impacted by the lane of the freeway coming closer to my backyard!! That's a downer! My taxes are going for this construction/improvement, I will have to endure the noise, the dust, the dirt during construction (like the truck at the signpost); the increased noise/pollution from the freeway, and there are downers, and now you want me to pay extra to use the additional lanes that are being added and creating this chaos! I vote for Alternative #1  
 I want no lanes to be toll lanes no matter which alternative is chosen!!  
 And, I want a 24' sand road. (Space for comments continued on reverse)

Toll roads are for the rich!! But we all pay taxes! And in the short / long run that is just unfair!! Toll roads are in the interest of government who get \$1 per hour to build extra lanes of roads, and then government who benefit from toll fees. They are not in the interest of people who have to pay for commutes!!

I would like to know which OCTA elected members are only for the "Express" (toll!!) lanes, so I can vote them out.

Thank you.


Please use another sheet if you need more space for your comments.

To submit completed response sheets, please return to staff member, place in the comment box or mail by July 2, 2012 to:  
 Ms. Smita Deshpande  
 Branch Chief - Caltrans District 12  
 "Attn: 405 DEIR-DEIS Comment Period"  
 2201 Dupont Drive, Suite 200  
 Irvine, CA 92612

For more information on the I-405 Improvement Project, please contact:  
 Christina Byrne, Outreach Manager  
 (714) 560-5717  
[www.octa.net/405improvement](http://www.octa.net/405improvement)  
[www.facebook.com/405improvement](http://www.facebook.com/405improvement)

Responses may also be emailed to:  
[405.dedcomments.parsons@parsons.com](mailto:405.dedcomments.parsons@parsons.com)

PH-W4



## I-405 Improvement Project Public Hearing Comment Sheet

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Name (First and Last): Robin Marcario

Organization: \_\_\_\_\_





Address (Optional): 9721 Lampson Avenue Garden Grove, CA 92841

Phone Number: 714-534-1428    Email address: robinmarcario@hotmail.com


Comments: Please consider a 4th option which gives us one General Purpose lane added and another carpool lane (no toll). This option would increase traffic flow for both general purpose and carpool lanes. It would enable continuous access to the car pool lanes. Please consider 1 additional general purpose and an additional carpool lane (no toll).

after the absence of the 4th option - I would prefer option #2 two general purpose lanes.

(Space for comments continued on reverse)

PH-W5



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Name (First and Last): Joe Moron

Organization: \_\_\_\_\_





Address (Optional): \_\_\_\_\_

Phone Number: \_\_\_\_\_    Email address: \_\_\_\_\_

Comments: I have paid for the freeway expansion + will continue to pay for many years through Measure M taxes. DO NOT make me pay for using these TOLL roads every day.

NIO TOLL ROADS

(Space for comments continued on reverse)

PH-W6

PH-W7

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Name (First and Last): William Plumlee  
 Organization: \_\_\_\_\_  
 Address (Optional): 5292 Auburn Cir Westminster 92683  
 Phone Number: 562-252-9681 Email address: wplumlee@nyclb.com

Comments: It is obvious that OCTA does not plan to compensate us for our loss in property value. Does the state really want more people to default on their loans? I'm sure the politicians do not!!!

(Space for comments continued on reverse)

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Name (First and Last): LaVon Plumlee  
 Organization: \_\_\_\_\_  
 Address (Optional): 5292 Auburn Cir Westminster CA 92683  
 Phone Number: 562-252-9681 Email address: lplumlee@nyclb.com

Comments: We've replaced our windows & doors with higher sound dampening. What do we do now?

I'm also concerned about my family's health!!! This is the worst place ever! It does not address the problem! It only pisses us off!!! LaVon Plumlee  
to make it even worse.

(Space for comments continued on reverse)

PH-W8

PH-W9

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Name (First and Last): Kim Powers  
Organization: \_\_\_\_\_  
Address (Optional): 6322 Heil Ave H.B. 92647  
Phone Number: 714-810-8241 Email address: kmiller@marinavi.kings.org  
Alt 1022 only

Comments: No on 3 - no continuous access - catering to rich, the average taxpayer cannot afford "express lanes". This alternative seems to only be a means for those in South County to get to Long Beach. I feel the presentation showed favoritism towards alt 3. No one wants 'hexas' lanes. ~~to be~~ ~~it~~

(Space for comments continued on reverse)

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Name (First and Last): Kelly Powers  
Organization: \_\_\_\_\_  
Address (Optional): 6173 Stonebridge Ave.  
Phone Number: 714-362-2929 Email address: paruskkb@yahoo.com

Comments: Alternative 1 or 2 only  
I have been to 2 meetings now and nobody wants the toll road. I can only determine that the only people that want the toll road is the government to have more money to work with.  
Nobody but the rich wants the 'hexas' lanes.

(Space for comments continued on reverse)

PH-W10

PH-W11

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Name (First and Last): CRAIG SANDBERG  
 Organization: VP of HOA in Rossmore  
 Address (Optional): 12200 MONTECITO ROAD 301B, SEAL BEACH, CA 90740  
 Phone Number: (562) 594-6150 Email address: BIGRACCOON1@VERIZON.NET

Comments: Please Build ALT #2 with existing one carpool  
LANE + 2 GP LANES ADDED.  
WORST IS ALT 3 with TOLL ROAD. FREEWAYS  
SHOULD BE FREE. NO TOLL ROAD LANES!!!  
BEFORE A TOLL ROAD BE CONSIDERED A VOTE  
SHOULD BE TAKEN ON A BALLOT IN THE AFFECTED  
AREA.  
~~NO TOLL LANES~~  
NO TOLL LANES!!!!

(Space for comments continued on reverse)

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Name (First and Last): SARAH TAPPEN  
 Organization: Seal Beach Leisure World  
 Address (Optional): 13911 Twin Hills Dr #555 SEAL BEACH  
 Phone Number: 562 424-2398 Email address: I'm always on your email list

Comments: A number of people have mentioned that the 91  
express lane (TOLL ROAD) is a failure because not many  
people use it and the toll price fluctuates. When  
there's peak traffic the toll price is HIGH which is  
why people do not use it. IF the toll price  
is lower more people would pay to use it and it would  
sooner than later pay for the cost of building it.  
Please DO NOT express toll lanes on 405  
Alternative 3, NO!

(Space for comments continued on reverse)

### PH-W12 Continued

MORE EXPENSIVE. } 3

Please use another sheet if you need more space for your comments.

To submit completed response sheets, please return to staff member, place in the comment box or mail by July 2, 2012 to:  
Ms. Smita Deshpande  
Branch Chief – Caltrans District 12  
"Attn: 405 DEIR-DEIS Comment Period"  
2201 Dupont Drive, Suite 200  
Irvine, CA 92612

For more information on the I-405 Improvement Project, please contact:  
Christina Byrne, Outreach Manager  
(714) 560-5717  
[www.octa.net/405Improvement](http://www.octa.net/405Improvement)  
[www.facebook.com/405improvement](http://www.facebook.com/405improvement)

Responses may also be emailed to:  
[405.dedcomments.parsons@parsons.com](mailto:405.dedcomments.parsons@parsons.com)

## PH-W13

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In Re:

I-405 Improvement Project

Public Hearing  
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TRANSCRIPT OF PROCEEDINGS  
Westminster, California  
Wednesday, June 6, 2012

Reported by:

KATY BONNETT

CSR No. 13315

Job No. 147154

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Page 1

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866 299-5127

live on Vermont Street in Westminster. And I'm wondering -- there's an alternative here that I don't see and it's investing in public transportation. So it's kind of like a metro rail line, kind of like on the 105. And I'm wondering if that was considered or what -- how we could make that happen. Because foremost in my mind is climate change and how we're impacting our future on this planet.

MR. HABOIAN: Good question. I guess two responses. Provide that comment, as you did. Also, I want to point out that in the planning stages when we looked at a number of different alternatives, one of the alternatives I looked at was providing rail in the median. It was considered and it didn't make the day. It was costly and the ridership wasn't there. So it was removed from the (inaudible).

MS. BYRNE: Thank you, everyone, for being here this evening.

PUBLIC STATEMENTS

MR. BIRD: My name is Mark Bird. My comment -- concern is that in Alternative 1, if we could look to revise it by increasing the sound wall height, it would be a consideration. Alternative 2 and 3 are not. And

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866 299-5127



PH-W13 Continued, PH-W14, and PH-W15

PH-W15 Continued

1 with the sound issue that other residents have commented  
2 on, the sound wall is a major concern and needs to be  
3 readdressed and possibly reconfigured into Alternative  
4 1.

5 MS. CLAYTON: My name is Diana Clayton. My  
6 address 17173 Santa Barbara. That's in Fountain Valley.  
7 And I oppose Alternative 3.

8  
9 MS. QUINTANA: My name is Sandy Quintana. We're  
10 at -- we're actually in Huntington Beach, borderline  
11 kind of Westminster and Fountain Valley, but we're one  
12 of the homes that is butted right up to the 405, so  
13 almost the onramp of the Magnolia-Warner exit. And  
14 we're concerned because we were under the impression  
15 that they were going to take our home at one time when  
16 it was projected, like ten years ago.

17 And we're concerned with the pollutions, sound.  
18 We have already replaced all our windows in our home  
19 with, you know, the -- what they use kind of like in  
20 airports, that type of thing, with the double pane. The  
21 dust is just as bad and I'm just concerned that that  
22 wall is just going to be even closer to us and the sound  
23 is going to be worse than it is now. I -- I kind of  
24 need to be directed, though, because I don't know if  
25 they're still going to take some homes. I really don't

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1 know where -- because I know they said something in here  
2 that they weren't going to take them and there's some  
3 single-family homes that might be taken. I definitely  
4 don't want the toll road.

5 (TIME NOTED 7:55 p.m.)

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866 299-5127

1  
2 I, the undersigned, a Certified Shorthand  
3 Reporter of the State of California, do hereby certify:

4 That the foregoing proceedings were taken before  
5 me at the time and place herein set forth; that any  
6 witnesses in the foregoing proceedings, prior to  
7 testifying, were placed under oath; that a verbatim  
8 record of the proceedings was made by me using machine  
9 shorthand which was thereafter transcribed under my  
10 direction; further, that the foregoing is an accurate  
11 transcription thereof.

12 I further certify that I am neither financially  
13 interested in the action nor a relative or employee of  
14 any attorney or party to this action.

15 IN WITNESS WHEREOF, I have this date subscribed  
16 my name.

17  
18 Dated: 6/21/12  
19  
20  
21

\_\_\_\_\_  
KATY BONNETT  
CSR No. 13315

22  
23  
24  
25  
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866 299-5127

## **RESPONSE TO PUBLIC HEARING WESTMINSTER COMMENTS (PH-W)**

### **Response to Comment Letter PH-W1**

#### **Comment PH-W1-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

### **Response to Comment Letter PH-W2**

#### **Comment PH-W2-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

The maintenance vehicle pullout (MVP)/retaining wall is proposed not to encroach into your property, as referenced in Appendix P, Layout L-15. Note that the location of MVPs could potentially change during the design phase. Furthermore, the height of the retaining wall supporting the MVP is not anticipated to be more than 4 ft high. In addition, the use for MVPs is intended for Caltrans maintenance trucks.

### **Response to Comment Letter PH-W3**

#### **Comment PH-W3-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Compensation for Construction Impacts, Air Quality, and Noise/Noise Analysis.

#### **Comment PH-W3-2**

Please see Common Response – Preferred Alternative Identification.

#### **Comment PH-W3-3**

Please see Response to Comment PH-W3-2. Future traffic noise levels are predicted for the free-flowing conditions, and soundwalls are recommended to provide noise abatement for the highest

possible traffic noise that can be produced by the freeway. Please see Common Response – Noise/Noise Analysis.

**Comment PH-W3-4**

Please see Common Response – Opposition to Tolling.

**Response to Comment Letter PH-W4****Comment PH-W4-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Two alternatives (Alternatives M8 and M11) with one additional GP lane and one additional HOV lane are included in the Draft EIR/EIS in Section 2.2.7, Alternatives Considered but Eliminated from Consideration. That section explains each of those alternatives and why they were eliminated. For a graphic summary of those alternatives, see Figure 2-39 of the Draft EIR/EIS.

**Comment PH-W4-2**

Please see Common Response – Preferred Alternative Identification.

**Response to Comment Letter PH-W5****Comment PH-W5-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Opposition to Tolling.

**Response to Comment Letter PH-W6****Comment PH-W6-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

The I-405 Improvement Project may have an effect on property values, but it is not likely to be a major change because I-405 is an existing facility within Orange County. In addition, Caltrans has found no literature, studies, or evidence that property values decrease because of freeway widening near a home. Please see Common Response – Property Values.

### **Response to Comment Letter PH-W7**

#### **Comment PH-W7-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Compensation for Construction Impacts.

#### **Comment PH-W7-2**

MSATs have the greatest potential to affect the health of residents located adjacent to the project. Although the various alternatives would place travel lanes closer to some residences, it is anticipated that MSAT exposure, including DPM, would be less than existing conditions. MSAT emissions are likely lower than existing levels in the design year as a result of EPA's and California's control programs that are projected to further reduce MSAT emissions. Please see Common Response – Health Risks.

### **Response to Comment Letter PH-W8**

#### **Comment PH-W8-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification and Opposition to Tolling.

### **Response to Comment Letter PH-W9**

#### **Comment PH-W9-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification and Opposition to Tolling.

**Response to Comment Letter PH-W10****Comment PH-W10-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

**Comment PH-W10-2**

Please see Common Response – Opposition to Tolling.

**Response to Comment Letter PH-W11****Comment PH-W11-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

We acknowledge the opposition to tolling. The SR-91 Express Lanes are considered successful traffic management. They do not eliminate congestion in the GP lanes; they provide an option to that congestion to motorists willing to pay a toll. The tolls are set at the rates necessary to maintain high-speed operations. For an explanation of how this management works, see the Draft EIR/EIS, page 2-20. For additional information, please see Common Response – Opposition to Tolling.

**Response to Comment Letter PH-W12****Comment PH-W12-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

As described in Section 4.2.7, Climate Change, of the EIR/EIS, an individual project does not generate enough GHG emissions to significantly influence global climate change. Rather, global climate change is a cumulative impact.

The build alternatives future GHG emissions (2020 and 2040) would be greater than the existing GHG emissions; however, the build alternatives would result in fewer GHG emissions than the

No Build Alternative in 2020 and 2040. It should be noted that the GHG emission reductions shown in Tables 4-8 and 4-9 were developed using EMFAC2007 and, unlike criteria pollutants, EMFAC2007 does not make assumptions that technological enhancement in engine technology would result in reduced GHG emissions in the future; however, the model does result in fewer GHG emissions under higher speeds. Table 3.1.6-6 shows that speeds are higher under Alternative 3 than under the No Build Alternative.

The GHG emissions estimates are the potential project contributions to GHGs; however, estimates could vary from actual GHG emissions. GHG emissions are dependent on other factors that are not part of the EMFAC2007 methodology, such as the fuel mix, rate of acceleration, and aerodynamics and efficiency of the vehicles.

While construction will result in a slight increase in GHG emissions, it is anticipated that the project will not result in any increase in operational GHG emissions. Based on the project resulting in less congestion and improved safety, Caltrans anticipates that GHG emissions will not increase in the future build conditions when compared to the future no-build conditions. It is Caltrans' determination that, in the absence of further regulatory or scientific information related to GHG emissions and CEQA significance, it is too speculative to make a determination regarding the significance of the project's direct impact and its contribution on the cumulative scale to climate change; however, Caltrans is firmly committed to implementing measures to help reduce the potential effects of the project.

**Comment PH-W12-2**

Please see Common Response – Preferred Alternative Identification.

**Comment PH-W12-3**

Detailed noise measurements and computer analysis have been conducted to determine possible traffic noise impacts and appropriate abatement measures, such as soundwalls. All reasonable and feasible noise abatement will be constructed, as described in Section 3.2.7 of the Final EIR/EIS and final Noise Abatement Decision Report. Please see Common Response –Noise/Noise Analysis.

As described in Section 3.2.6 of the Draft EIR/EIS, air emissions will be reduced under all of the build alternatives compared to the future No Build Alternative, and no permanent adverse project-related air quality effects were identified. MSATs have the greatest potential to affect the health of residents located adjacent to the project. Although the various alternatives would place travel lanes closer to some residences, it is anticipated that MSAT exposure, including DPM, would be less than existing conditions. MSAT emissions are likely lower than existing levels in the design year as a result of EPA's and California's control programs that are projected to further reduce MSAT emissions. Please see Common Response – Health Risks.

**Response to Comment Letter PH-W13****Comment PH-W13-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification and Noise/Noise Analysis.

**Response to Comment Letter PH-W14****Comment PH-W14-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

**Response to Comment Letter PH-W15****Comment PH-W15-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. As stated on page 2-4 of Section 2.1.1, Steps Taken to Develop Project Alternatives, in the EIR/EIS, there are no full acquisitions of single-family residential properties proposed for any of the build alternatives. Partial acquisitions of single-family residential properties and other properties have been minimized to the extent feasible. Properties identified for partial acquisition have been identified in Appendix A, List of Potentially Affected Properties under Build Alternatives 1, 2, and 3, of the Community Impact Assessment. Please see Common Response – Compensation for Property Acquisition.

**Comment PH-W15-2**

Please see Response to Comment PH-W15-1 and Common Responses – Air Quality, Noise/Noise Analysis, and Compensation for Construction Impacts.

**Comment PH-W15-3**

Please see Common Response – Opposition to Tolling.